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# WATERTOWN ARSENAL LABORATORY

## MEMORANDUM REPORT

NO. WAL 710/788

710/788

Comparative Resistance of Various Components of  
Experimental Helmet T2LE1

BY  
J. F. Sullivan  
Assoc. Ord. Engineer

AD-50546

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WATERTOWN ARSENAL LABORATORY

MEMORANDUM REPORT NO. WAL 710/788

Partial Report on Problem B-7.16

29 November 1945

Comparative Resistance of Various Components of

Experimental Helmet T21E1

1. At the request of the Office, Chief of Ordnance<sup>1</sup>, ballistic tests have recently been conducted at this laboratory on various components of the experimental helmet, T21E1.
2. On the basis of these tests a three-ply nylon inner component is to be preferred over a three-ply fiberglass inner component, and a 24ST duralumin outer component (of average gauge = .109") is to be preferred over a 75ST duralumin outer component (of average gauge = .097"). However, while the superiority of the nylon component over the fiberglass component appears to be independent of weight (although perhaps a result of thickness), the superiority of the 24ST component over the 75ST component seems directly attributable to the weight (thickness) difference. Thus, as regards resistance to cal. .22 fragment simulating projectiles<sup>2</sup>, equivalent weights (thicknesses) of 24ST and 75ST duralumin could be expected to perform equivalently, whereas equivalent weights of the nylon and fiberglass laminated components have demonstrated the superiority of the nylon laminate.
3. Grids of one-inch squares, four squares wide, were laid out, from front to rear, and from side to side, on each metallic component. Thickness measurements were read for each square and are shown in Figure 1. Representative locations on each of the non-metallic components were measured for thickness and these results are recited in Table I.
4. Before each round was fired the target component was erected in such a manner as to provide that the surface to be impacted was tangent at the point of anticipated impact to a plane perpendicular to the expected flight of the projectile. Velocities were measured by means of a Remington Arms Company chronoscope with photo-electric cell pickup and a time delay input unit. Each component was subjected to a number of impacts with cal. .22 fragment-simulating projectiles, T37, sufficient to establish its

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1. O.O. 421/321(c) - Wtn. 421/533(c), 26 September 1945.
  2. WAL 762/253

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apparent ballistic limit (P). The results of the tests on the metallic components appear in Figures 2 and 3. The results of tests on the non-metallic components appear in Table II.

5. It is thus apparent that the resistance of the nylon component (apparent ballistic limit about 800 feet-per-second) is to be preferred over that of the fiberglass component (apparent ballistic limit about 600 feet-per-second). Even though the nylon component is thicker (.057" versus .045") than the fiberglass component in about the same ratio as their ballistic limits, and perhaps the superiority of the nylon component may be attributed to this greater thickness, the fact that the weights per unit area are equivalent demands the preference of the nylon constituent.

6. On the other hand, although the 24ST component with an average ballistic limit of 815 feet-per-second is superior to the 75ST component with an average ballistic limit of 760 feet-per-second, the superiority is not demonstrated at an equivalent weight and extrapolation indicates that if equivalent weights were tested equivalent ballistic limits would result. Therefore, 24ST and 75ST duralumin may be considered interchangeable as outer components without prejudice to the ballistic integrity of a helmet assembly.

7. As would be expected from the foregoing, the combination of the 24ST duralumin component with the nylon laminate component represented the best team among the four available component combinations. This combination represented a distinct improvement of the current M1 combination of Hadfield manganese steel shell with plastic liner of dubious ballistic merit, although the overall weights are equivalent.

8. It is thus concluded that an experimental helmet, T21M1, with a three-ply nylon laminate inner component and an outer component of either 24ST or 75ST duralumin will provide:

- a. Improved resistance to fragment attack over the current M1 helmet assembly if the overall weights are held constant;
- b. A saving in overall weight, as compared with the current M1 helmet assembly, if the protection is held constant; or
- c. A combined saving in weight and increased protection, as compared with the current M1 helmet assembly, if a weight intermediate between the current weight and one which would provide current protection is chosen.

*J. F. Sullivan*  
J. F. Sullivan  
Assoc. Ord. Engineer

APPROVED BY:

*E. L. Reed*  
E. L. REED  
Research Metallurgist  
Chief, Armor Section

**TABLE I**

**Thickness Measurements on Inner (Non-Metallic) Components**  
**of Experimental Helmet T21M1**

<u>Material</u>	<u>Gauge at</u>					
	<u>Rim</u>	<u>Front</u>	<u>Top</u>	<u>Back</u>	<u>Left</u>	<u>Right</u>
Nylon	.060"	.057"	.050"	.057"	.058"	.061"
Nylon	.078"	.054"	.053"	.057"	.057"	.062"
Fiberglas	.047"	.040"	.040"	.042"	.044"	.042"
Fiberglas	.045"	.049"	.044"	.050"	.048"	.048"

Average thickness of nylon components - .057"

Average thickness of fiberglas components - .045"

TABLE II

Summary of Ballistic Tests Conducted Against  
Various Proposed Components of Experimental

Helmet T2LE1

<u>Material</u>	<u>Ave. Gauge</u>	<u>Ballistic Limit (P) (Cal. .22, T37)</u>
24ST	.109"	815
75ST	.097"	760
3-Ply Nylon	.057"	800
3-Ply Fiberglass	.045"	600
24ST Plus	—	1320
3-Ply Nylon		
24ST Plus	—	1247
3-Ply Fiberglass		
75ST Plus	—	1231
3-Ply Nylon		
75ST Plus	—	1163
3-Ply Fiberglass		
Current M1 Helmet Assembly (.040")*	—	1040(A)

\*WAL 710/738 - Protection limit probably 50 feet-per-second higher than  
Army limit.

# 24 ST HELMET

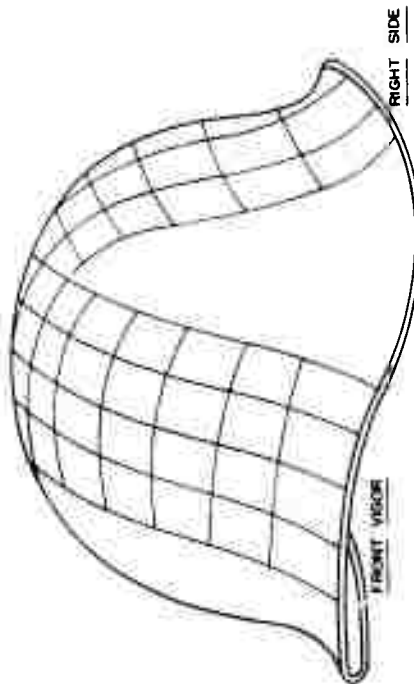
AVERAGE  
RECORDED THICKNESS  
.109"

REAR										RIGHT SIDE									
.117	.117	.120	.122	.118	.118	.120	.120	.119	.119	.118	.121	.106	.104	.103	.106	.099	.097	.089	.089
.118	.118	.120	.120	.119	.119	.118	.121	.106	.104	.103	.106	.099	.097	.089	.089	.086	.099	.100	.100
.119	.119	.118	.121	.106	.104	.103	.106	.099	.097	.089	.089	.086	.099	.100	.100	.095	.100	.101	.099
.106	.104	.103	.106	.099	.097	.089	.089	.086	.099	.100	.100	.095	.100	.100	.100	.096	.096	.100	.098
.099	.097	.089	.089	.086	.099	.100	.100	.095	.100	.100	.100	.096	.096	.100	.100	.097	.096	.099	.098
.120	.111	.114	.113	.114	.113	.102	.100	.102	.100	.101	.099	.099	.099	.099	.099	.103	.102	.101	.103
.117	.103	.113	.113	.113	.113	.102	.100	.102	.100	.101	.099	.099	.099	.099	.099	.107	.106	.105	.106
.120	.108	.115	.117	.117	.117	.103	.100	.103	.100	.101	.099	.099	.099	.099	.099	.118	.117	.115	.115
																.120	.120	.120	.120
																.112	.113	.112	.113
																.125	.126	.126	.126
FRONT VISOR										FRONT VISOR									

# 75 ST HELMET

AVERAGE  
RECORDED THICKNESS  
.097"

REAR										RIGHT SIDE									
.113	.113	.114	.113	.112	.112	.112	.112	.108	.110	.107	.110	.090	.090	.089	.091	.081	.081	.081	.081
.112	.112	.112	.112	.108	.110	.107	.110	.090	.090	.089	.091	.081	.081	.081	.081	.081	.081	.081	.081
.108	.110	.107	.110	.090	.090	.089	.091	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081
.090	.090	.089	.091	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081
.081	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081
.107	.111	.116	.088	.083	.079	.081	.081	.080	.084	.081	.081	.081	.081	.081	.081	.081	.081	.081	.081
.104	.113	.104	.088	.083	.079	.082	.083	.081	.086	.082	.101	.111	.101	.101	.101	.101	.101	.101	.101
.104	.114	.105	.086	.083	.080	.080	.080	.080	.086	.082	.103	.110	.101	.101	.101	.101	.101	.101	.101
.084	.082	.082	.084	.083	.080	.080	.080	.080	.086	.082	.103	.110	.101	.101	.101	.101	.101	.101	.101
.093	.090	.088	.089	.099	.097	.096	.096	.111	.109	.108	.109	.107	.110	.109	.104	.112	.115	.114	.115
FRONT VISOR										FRONT VISOR									



LAYOUT OF LONGITUDINAL AND TRANSVERSE GRIDS FOR THICKNESS MEASUREMENTS

( GRID IS COMPOSED OF 1" SQUARES THICKNESS DETERMINED AT MIDDLE OF SQUARE )

Figure 1



# 75 ST HELMET

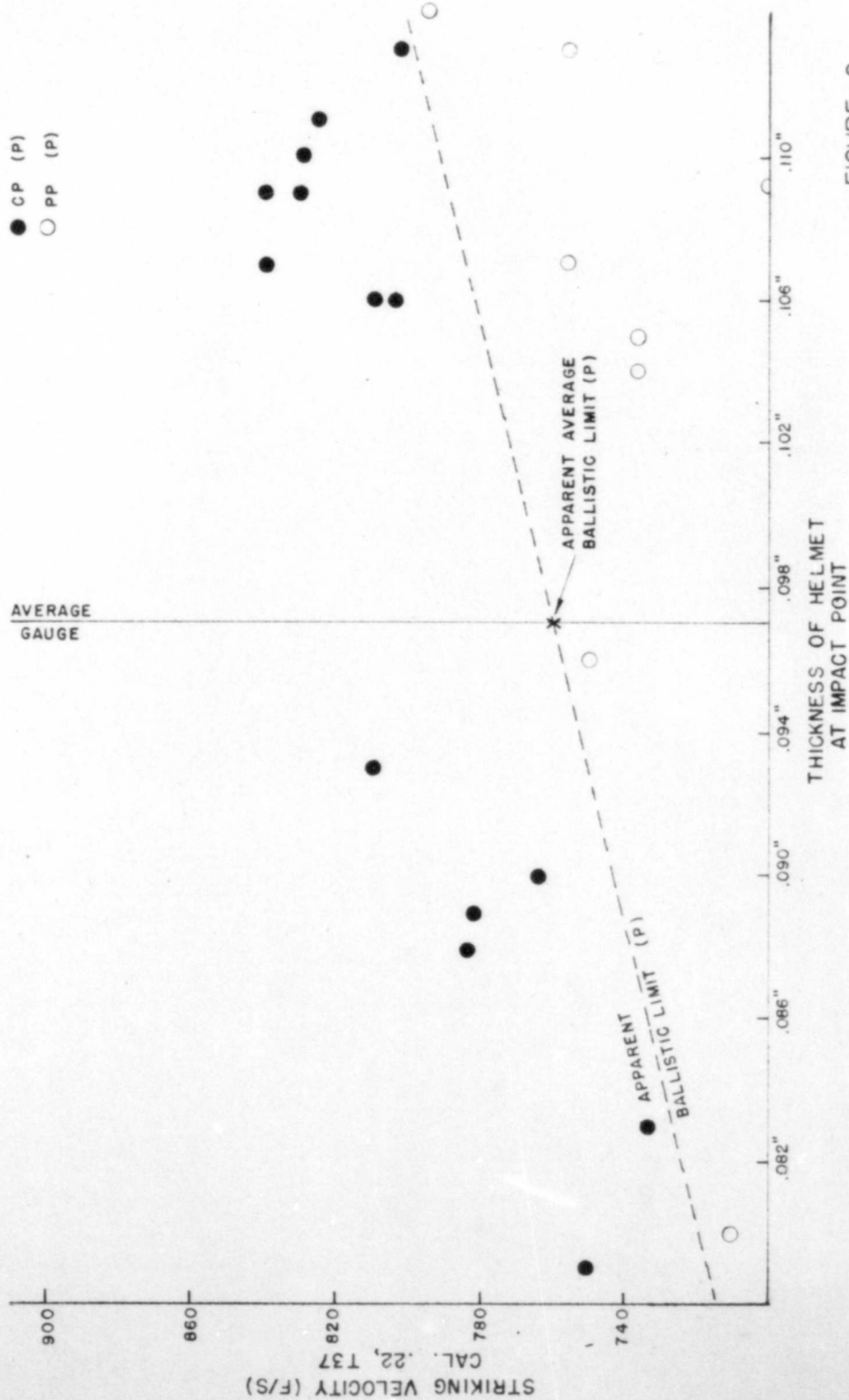


FIGURE 2

# 24 ST HELMET

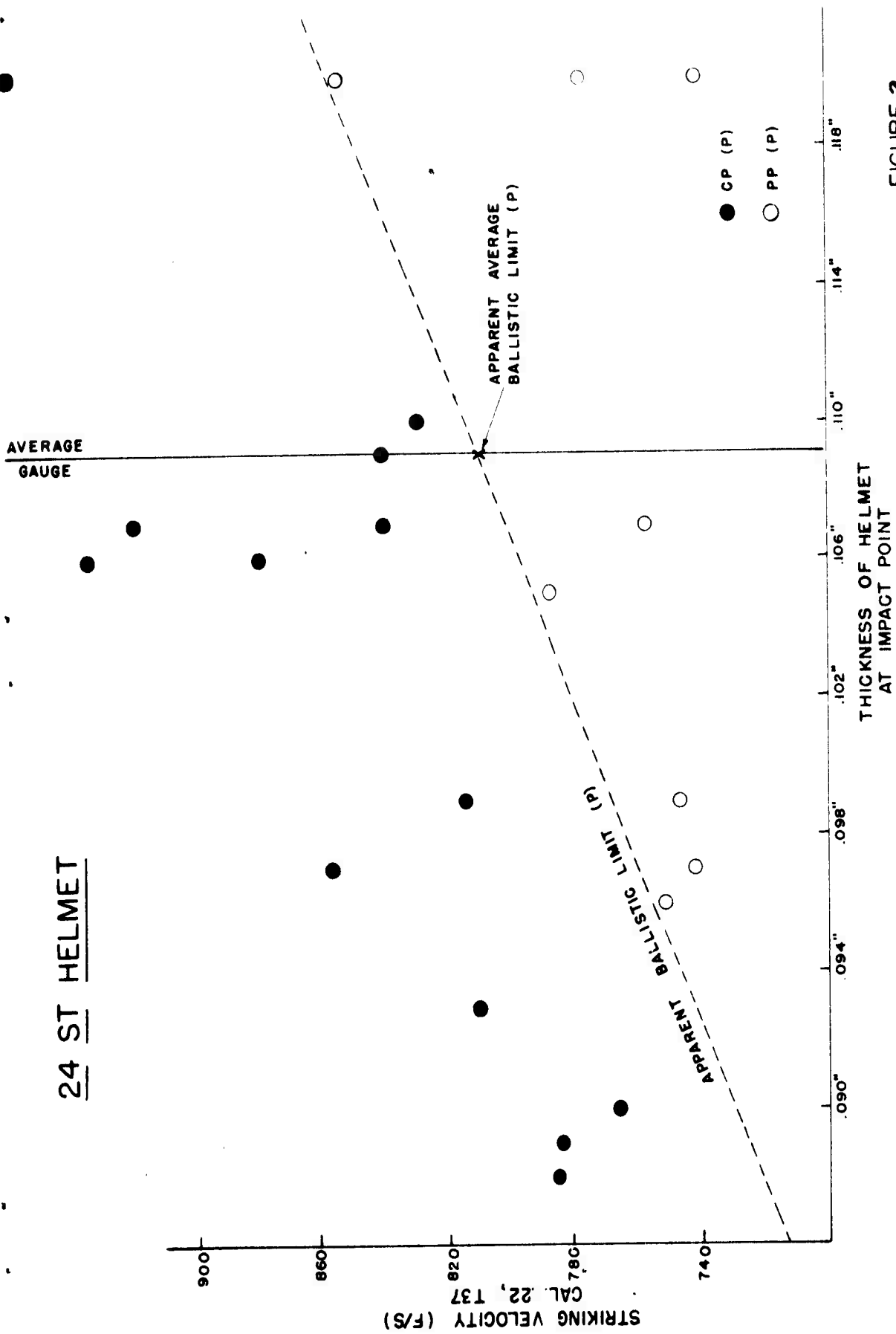


FIGURE 3

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